

LOCAL AND GENERAL

(SUPPLIED THROUGH ENTER.)

OUTWARD BOUND:—Benevolence, June 23
Courtfield, 25; Palrocius, Smithdee, Ois
of Dublin, 30; Frigga, Tosa Maru, Ju
3; Oopack, Flintshire, Elizabeth Rickmer
7; Shanahat 10; Agata, Glenwood

Ghazee, Saygholien, 13; Osiang, Sydney
 Dardannes, Louder, 17; Krimhild, 21.
HOMEBARD BOUND:—Erato, Malacca, June
 26; Conerie, July 3; Prinz Heinrich
 Teizer, 17; Euseidler, Clam, 1.
 Manila, Agapanthus, Ceres, Dolce Bie
 mers, 21.

The N. L. s. s. *Sachsen*, with the GRIMM
 MAJL, dated Berlin June 22, left Singapore
 port on Thursday, July 14, and may be
 expected here on or about Tuesday
 July 23.

The P. M. steamship *City of Rio de Janeiro*
 with mails, &c., from San Francisco
 to June 27, has arrived at Yokohama
 and left for this port, via Nagasaki,
 Saturday, July 18, at daylight, and
 may be expected here on or about Sat-
 urday, July 22.

The O. & O. s. s. *Gadiu*, with mails, &
 left San Francisco for this port,
 Honolulu, Yokohama and Nagasaki
 on July 10.

The *Worcester* of *Allyp*, left Vancouver

Hongkong on July 13.
 The N. P. s. *Buzanar* left Victoria
 July 15 for this port, via usual po-
 of call.
 The M. s. *City of Peking*, with mail
 for the S. F. Francisco, for this po-
 via Honolulu, Yokohama and Nagas-
 aki, on the 11th July.
 Steamers Expected.
 The N. G. I. s. s. *Biagno*, left Singapore
 for this port on July 21, and may be
 expected here on or about July 25.
 The O. J. s. s. *Tanidra*, from Liver-
 pool, left Singapore on the after-
 noon of July 21, and may be expected
 here on or about July 27.
 The P. & O. s. s. *Bombay* left Singapore
 for this port on the 22nd July,
 4 p.m.
 The S. s. *Medford*, from Calcutta
 Straits, left Singapore for this port
 July 21, at 5 p.m.
 The s. s. *Crowley* left Singapore on Ju-
 ly 22, and may be expected here on

The P. & O. s.s. *Brundis* left Bombay on this port on 18th July.

The C. N. Co.'s s.s. *Tzigana*, from Australia ports, left Port Darwin on 19, and may be expected to arrive here on or about July 23.

H.M.S. *Edgar* sails for England on Tuesday.

FOREIGN captains are to be dispensed with by the Nippon Yusen Kaisha only on Tietsuin and Vladivostok lines, which are classified as coasting runs.

Tax Rev. Alfred Bliff will conduct a Children's Service at 5 p.m., Sunday, July, in the Peak Church—Hymns, 1

The death having been announced of Hitrovo, the Russian Minister, to Tokyo who was at home on holiday the Japanese Government sent a telegram of condolence to the Russian Government.

In the course of an interview Sir Do. Currie stated that in all the twenty years the Castle line had been sailing the Cape (down) to the loss of the *Dromed* (Castle) they had never lost a *The Windsor Castle* was lost soon after the Company started, but no life was lost.

At the Manoiry to-day, before the Commander Hastings, three tallers were there with assaults and two others with intention. It appears that owing to the

On Thursday morning, Mr. C. C. Mc while out riding in the vicinity of the was instrumental in having a Chinese man arrested for washing dirty in one of the streams which run Pokfulam reservoir. Mr. Master acted on observing the woman and immediately ran off. He reported the m

at Mount Gough Police Station to Insp. W. H. Wittich. Inquiries were instituted and the woman was found in a coolie gun at the Peak. When brought before the magistrate Hastings at the Magistrate's court he admitted the charge, but stated that he was unaware that she was going away and was wrong. The Magistrate imposed a fine of \$15.

ONE morning recently Major G. H. M. who is residing at the Peak Hotel, rather rudely awakened. About five o'clock he was awakened from his sleep by a falling down upon his pillow and he immediately blurted out "What the hell is that?" Jumping quickly up he went out to investigate what was the cause of the disturbance.

disappointed several Chinese at work at the roof of the house. He did not want the information that this work was being continued. He was, therefore, telling the student of having been thus surprised, sympathetic to the Chinese content about the affair. In reply the Chinese told him to mind his own business, and was not willing for him not for the party and for the main part a number of other kindred replies. The Mayor, upon thought he was humiliated in regard to the affair and gave the student his check. This morning the Mayor, in attendance in court at the Mayor's answer to a charge of assault on the student. After hearing the evidence, the honorable Haines took a lenient view of the affair and gave the student a fine, after considering the worthy Mayor's repeated good promises, and told him to start his personal investigation. It to help the peace for the week.

HONGKONG SHARE MARKET.
Mr. Erich Georg in his Weekly Share List says:—During my temporary absence from the colony Mr. L. V. V. Hansen has

Bank Shares.—Hongkong and Shanghai

Marine Insurance Shares.—Unions have been done at \$235, but shares are offering at that figure. China Traders have been negotiated at \$701 and at that rate.

there are sellers. North Chinas have been done in the north at Tls. 195, and I follow this quotation. Yangtzes have been done at \$145, and the market seems to be rather

Fire Insurance Shares without any movement; they are offering at \$332½ for Hong-kongs and \$65½ for Chinnus, but there does not seem to be any disposition to buy.

and Macao changed hands at \$33, and a small parcel at \$34; while at the higher rate shares are offering; a good demand exists at the lower rate without tempting holders, who, in face of the good report to be issued, will not sell unless at an advance. Indo-Chinas have been done at \$45, \$45, and \$44, sellers ruling the market at the latter rate. China and Manilas are weak with sellers at \$73. In Douglas's a fair business has been done at \$44 to \$46, the market closing somewhat easier with sellers at latter rate. No business to report in China Mutuals.

lected, and shares are obtainable at \$110. Luzzons sold in small lots at \$98, \$97½, and \$97, and are offering at the latter rate.

Mining Shares.—Panjoms changed hands in fair quantities at \$14½ to \$14½ for ordinaries and at \$3.85 for preferences, but for the most part the shares at \$14½ for ordinaries, and no buyers were seen at \$3.85 for business has been done on that at \$15 for 31st October, and more shares could readily be placed at that figure. The last crushing being good, there is no cause for anxiety about the future of this concern. **Charbonnages** remain a dead letter, shares being offered at \$72½.

Does, Phares, and Godonia.—Hong-Long and Whampoa Does sold at 187 per cent. prem. for cash and end of July, at which rate a few cash shares are offering.

fund purchases at \$54, but sellers rule the market at that figure. Wanchais sold at \$49; New Anglo Docks are wanted at \$11. *Lands, Hotels, and Buildings.*—Hong Kong Land and Agency Company's shares have advanced to 300, as sellers at that and intermediate rates up from \$14, the market closing with a few shares offering at \$76. Kowloon Lands and West Point remain neglected. Humphreys' Hotel is a good offer. Hong Kong Hotels, in anticipation of the report, have advanced in public favour, and offers of \$27 and \$28 per share have been returned, and no offer under \$20 to \$22 seems likely to be entertained.

Other Shares.—Green Islands have been done at \$174 and AGO at \$130, and for January next. Watsons sold at \$89. Browns have found buyers at \$8. Hong Kong Electric fetched \$83, at which rate 97 per share are wanted, holders demanding 100. There are Ropes, Fawcetts, and other good queries for the month. Campbell, Moore & Co's shares are in demand at 75 cents per share. For the Cotton Spinning Company I follow the

Scores by all the famous writers as 4 for \$1.—W. Robinson & Co.

A MAN asked a London magistrate's advice recently respecting his wife, who neglected the "three children, and on the previous occasion" "beat him for two and a half hours" "without cause." Mr. Dickinson thought the latter proposition must be of an extraordinary character. Applicant further said he had been married sixteen years, and during the whole of that time had a miserable life. Mr. Dickinson: Does she abuse you? Applicant: No, she eats. I will she weighs (interjects) his (interjects) her weight seven times a week. Dickinson: Well, what I say she can do for you. [Singer: Sure, the fastest man here, remedy for the treatment of obesity is worth a trial.]

We understand the preliminary arrangements for the commercial mission to China, under the auspices of the Blackburn Chamber of Commerce are now completed and the mission will start from England next week. Mr. F. Bourne, a member of the Blackburn Chamber of Commerce, is the representative of the firm, and will be accompanied by Mr. F. Service in China, whose reports on the trade of that country are well known.

[illegible]

Shipping.

Steamers.

FOR SINGAPORE, HAVRE AND HAMBURG.
(Calling at NAPLES for Landing Passengers & sufficient inducement offers.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Capitain H. Petersen*, will be despatched for the above Ports TO-MORROW, the 26th Inst., at Daylight.
This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co., Agents.
Hongkong, July 25, 1896. 1438

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co's Steamship *Capitain GORDON*, will be despatched for the above Ports on MONDAY, the 27th Inst., at 5 p.m.
This Steamer has superior Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, July 23, 1896. 1478

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Capitain E. Petersen*, will be despatched as above on MONDAY, the 27th Inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 15, 1896. 1427

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Steamship *Chungking*, Capt. WILLIAMS, will be despatched on TUESDAY, the 28th Inst., at 3 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A fully-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 15, 1896. 1413

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Co's Steamship *Taiyuan*, Capt. NELSON, will be despatched as above on WEDNESDAY, the 29th Inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 22, 1896. 1473

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Capitain DEXTER*, will be despatched as above on or about WEDNESDAY, the 29th Inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, July 22, 1896. 1471

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)
The Co's Steamship *Hokkaido*, Capt. A. HARRISOWITZ, will leave for the above Ports on or about WEDNESDAY, the 29th Inst.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, July 24, 1896. 1434

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co's Steamship *Rachter*, Capt. H. SCHWEN, due here with the outward German Mail about the 28th Inst., will leave for the above place about 24 hours after arrival.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, July 23, 1896. 1485

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

The Steamship *Hopk*, will be despatched on or about WEDNESDAY, the 29th Inst., for VICTORIA and VANCOUVER (B.C.) via NAGASAKI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast, Canada and United States Ports.
For Particulars as to Rates, &c., apply to
D. E. BROWN, General Agent.
Hongkong, July 24, 1896. 1472

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

The Steamship *Montmouthshire*, Capt. EVANS, will be despatched for the above Ports on or about the 31st July.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1343

STEAM FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON & ANTWERP.

The Chartered Steamship *Edinboro*, Capt. McRITCHIE, will be despatched as above on or about the 31st Inst.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, July 14, 1896. 1421

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co's Steamship *Nanchang*, Capt. FINLAYSON, will be despatched as above on SATURDAY, the 1st Proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 23, 1896. 1486

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Orizaba*, Capt. PULFORD, will be despatched as above on MONDAY, the 3rd August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 22, 1896. 1474

RICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)
The Co's Steamship *Maria Rickmers*, Capt. E. BESS, will be despatched as above on THURSDAY, the 6th August.
For Freight, apply to
ARNHOLD, KARBBERG & Co., Agents.
Hongkong, July 9, 1896. 1331

STRATH LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Strathmore*, Capt. FARRIE, will be despatched for the above Ports on or about the 10th August.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, July 18, 1896. 1445

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co's Steamship *Eagle*, Capt. MORRIS, will be despatched as above on MONDAY, the 10th August.
For Freight, apply to
ARNHOLD, KARBBERG & Co., Agents.
Hongkong, July 18, 1896. 1442

Sailing Vessels.

FOR NEW YORK.

The 100 A.T. American Ship *Paul Revere*, Mullin, Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, July 24, 1896. 1498

FOR BALTIMORE.

The 3/3 L.I. American Ship *Isaac Reed*, Capt. F. D. WALDO, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBBERG & Co.
Hongkong, June 30, 1896. 1321

FOR NEW YORK.

The 3/3 A.T. American Ship *Manuel Pliego*, Capt. SHALT, will load here for the above Port and will have quick despatch.
For Freight, apply to
SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

FOR NEW YORK.

The 100 A.T. American Ship *Charles E. Moody*, Capt. LONARD, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBBERG & Co.
Hongkong, June 30, 1896. 1322

FOR SAN FRANCISCO.

The 100 A.T. British Ship *Sootra*, Capt. ROYER, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, May 31, 1896. 1099

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

City of Rio de Janeiro (via Naha, Kobe, Yokohama & Honolulu) Wed. July 29, at noon.
City of Peking (via Nagasaki, Kobe, Yokohama & Honolulu) Sunday, August 18, at daylight.
China (via Nagasaki, Kobe, Yokohama & Honolulu) Thursday, Sept. 3, at noon.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 29th July, at Noon, making connections and freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Barbados, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Brought will be received on board until 4 p.m. the day previous to sailing. Parcel Postages will be received at the Office until 5 p.m. same day; all Parcel Postages should be marked to address in full; value of goods is required.

Consent to occupy Cargo Decked to points beyond San Francisco in the United States, should be sent to the Company's Office in Stated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passes and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, July 13, 1896. 1411

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.
Gaelic (via Nagasaki, Yokohama & Honolulu) Saturday, Aug. 8, at noon.
Doric (via Nagasaki, Yokohama & Honolulu) Tuesday, Aug. 25, at noon.
Belya (via Nagasaki, Kobe, Yokohama & Honolulu) Saturday, Sept. 12, at noon.

THE Steamship *Gaelic* will be despatched for SAN FRANCISCO, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th August, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Postages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Mails.

Mails.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *PERLIN*, Captain J. F. JARVIS, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *ORIENTAL*, leaving that port on the 21st AUGUST, for LONDON Direct.)

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, Superintendent.
No. 7, O. S. N. Co.'s Office, Hongkong, July 16, 1896. 1431

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DELHOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 6th August, at Noon, the Company's Steamship *DIANE SIMONS*, Commandant Le THOUVENOT, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this for MARSEILLES via Ports of Call, without transhipment.

Cargo and baggage will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted at Noon.
Cargo will be received on board until 4 p.m. Specie and Parcel until 3 p.m. on the 4th August. (Parcels are not to be set on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. de CHAMPELUX, Agent.
Hongkong, July 22, 1896. 1470

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, ALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND AND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Proposed Sailings from Hongkong.

SUBJECT TO ALTERATION.

Sailings: Tuesday | August 13.
Frederick: Tuesday | September 15.
Fritz Heinrich: Tuesday | October 13.
Frederick: Tuesday | November 10.
Sachsen: Tuesday | December 8.
Bayern: Tuesday | January 5.
Prinz Heinrich: Tuesday | February 2.
Frederick: Tuesday | March 2.

ON TUESDAY, the 18th day of August, 1896, at 9 a.m., the Company's S.S. *SACHSEN*, Captain H. SUPPEN, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted: till Noon, on SATURDAY, the 18th August; Cargo and Specie will be received on board until 4 p.m. on MONDAY, the 17th August; and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 17th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation; carries a Doctor and Stewardess. Lined can be washed on board.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, July 24, 1896. 1495

WING YUEN & Co., DEALERS IN PLUMBAGO, MICA, AND ASBESTOS. KIM WING, General Manager, No. 61, Praya Central, Hongkong, May 18, 1896. 1609

To Let.

TO LET.

5 ROOMED BUNGALOW, 'REEDA', BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co., No. 22, Praya West.
Hongkong, June 8, 1896. 1177

TO LET.

THE 2ND FLOOR of 15, PRAYA CENTRAL, very suitable for OFFICES.
Apply to
CARMICHAEL & Co., Ltd.
Hongkong, July 4, 1896. 1380

TO LET.

No. 4, MORRISON HILL, Nos. 5 and 6, WEST TERRACE.
Apply to
G. O. ANDERSON, 13, Praya Central.
Hongkong, June 2, 1896. 1181

TO LET.

WESTBOURNE VILLA NORTH, BONHAM ROAD, IDEWILD, SETHUR ROAD, 1st FLOOR of No. 12, QUEEN'S ROAD CENTRAL.
No. 2, ALBANY, immediately above the Public Gardens.
Apply to
LINDSEY & DAVIS.
Hongkong, July 1, 1896. 1386

TO LET.

No. 3, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, June 12, 1896. 1215

TO LET.

HOUSE No. 7, DES VOIX VILLAS, Peak, containing Six Bedrooms, Six Bathrooms, ROOMS IN BEACONFIELD ARCADE, GODOWNS IN DUNDRELL STREET.
Apply to
BELLILIOS & Co.
Hongkong, July 22, 1896. 1481

TO LET.

DWELLING HOUSES—HOUSES IN RIVINGTON TERRACE, FIRST FLOOR of No. 4, BLUE BELLINGHAM, TOP FLOOR of No. 1, BLUE BELLINGHAM—FURNISHED or UNFURNISHED.
No. 2, MAGDALEN TERRACE—MAGAZINE OFFICE.
TULLAGH (Bungalow)—MAGAZINE OFFICE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, June 12, 1896. 223

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1895, £12,433,131.
Authorized Capital.....£3,000,000.00
Subscribed Capital.....£2,750,000.00
Paid up Capital.....£687,500.00
Funds.....£2,601,016.23

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.
SHEWAN, TOMES & Co., Agents.
Hongkong, July 23, 1896. 1476

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £125,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society to Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING, Praya Central.

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VOICETRADE'S CELEBRATED BINOCULARS and TELESCOPES. RUMORS' LUGGAGE and OTHER COMMODITIES. ADMIRALTY & IMPRAY ORBITS. NAUTICAL BOOKS.

English Silver & Electro-Plated Ware. Christoffs & Co's Electro-Plated Ware. GOLD & SILVER JEWELLERY in great variety.

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Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896. 1896.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—16/100 Horse power—Speed 19 knots.

Proposed Sailings from Hongkong.

EMPEROR OF CHINA.....Comdr. R. AMHERST, R.N.R. WEDNESDAY, 12th Aug./96.
EMPEROR OF INDIA.....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 2nd Sept./96.
EMPEROR OF JAPAN.....Comdr. Geo. A. LEE, R.N.R. WEDNESDAY, 30th Sept./96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRAIL CONTINENTAL TRAINS OF THE PACIFIC COAST TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain, and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan. Government rates.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embrace in PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANSPORTANTIAL TRAILS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP OLYMPIA, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from the Steamer, before the discharge of the Cargo is made, and the Goods are landed.

DODWELL, CARLILL & Co., Agents.

Hongkong, July 24, 1896. 1492

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER HYDRA, FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GARDENS COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

H. A. RITCHIE, Superintendent.

Hongkong, July 20, 1896. 1453

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship Senta, Captain J. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from the Steamer, before the discharge of the Cargo is made, and the Goods are landed.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. to-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Inst., at 3 p.m. No Fire Insurance will be effected by me.

SIEMSEN & Co., Agents.

Hongkong, July 21, 1896. 1461

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship Glenfries having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the HONGKONG and KOWLOON WHARF and GARDENS COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo remaining undelivered after the 28th Inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd Prox., otherwise they will not be recognised.

Bill of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, July 20, 1896. 1451

NOTICES TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER FORMOSA.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GARDENS COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. on the 24th Inst.

Goods not cleared by the 24th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, July 23, 1896. 1482

JUST PUBLISHED—Price, 50 Cents.

MISSION FRANCHISES.

History of the Churches of India, Burma, Siam, China, Japan, &c., &c., &c.

TRANSLATED BY E. H. PARKER, Esq., H.B.M.'s Consular Service.

To be had of Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALES (Ld.), and Mr. W. BREWER; and at the China Mail Office.

THE FOLLIES OF THE JAPANESE PRESS.

ACCUSATIONS AGAINST THE FOREIGNERS IN FORMOSA.

The Yomiuri, on the authority of a certain informant, official, recently returned from Formosa, states that the difficulty of the administration of the island rests with the foreigners resident there. No doubt, the bringing of savages under submission to the Japanese authorities, and the enormous and difficult matter. But the foreigners are most difficult of all to deal with, says the Yomiuri. They invest their money in tea, camphor and sugar industry. They seem to think themselves to be in a special position in Formosa. They are known to openly declare that they can do anything they like in the island, under extra-territorial rights. Under this pretence, it is alleged that they stir up the Chinese, resulting often in seriously complicated administration. According to what reports to be the policy of Mr. Mizuno, Director of the Formosan Administrative Bureau (we still quote the Yomiuri), he thinks it is undesirable from a diplomatic point of view, to enforce the Japanese regulations for dealing with the business carried on by foreigners in Formosa, under Japanese treaties and laws, foreigners have no trading rights except at open ports. The Chinese Government did not openly allow the foreigners to carry on industry and trade in the interior of Formosa, but contented it when carried on under the shield of a Chinese name. Such has been the usage in vogue for a considerable time, and it is utterly impossible now to put a stop to the system at once with advantage. This is a really very interesting investigation by the Japanese authorities. It is a pity that the Yomiuri and such papers go out of their way to disseminate falsehoods and create bad feeling between the Japanese and foreigners. It is ridiculous to say foreigners stir up the Chinese to rebel. It is also absurd to say that the Japanese are not to be trusted in ordinary business and honesty; Japan has done little enough yet to forward the exploitation of the island, to put capital into the country or develop its resources. —Kobe Chronicle.

AMUSING SPEECH BY MR. BIRRELL, M.P.

Mr. Augustine Birrell, M.P., speaking recently at Mill Hill School on "New Foundation Day," said he could almost imagine that he was a lower fifth boy taking prizes. It would be nearly all imagination, because he never took a prize at school, but he took a prize from the Yomiuri. When under the tender care of women he took a great many prizes. Whether that was due to the subtle discrimination undoubtedly possessed by the other sex, it was not for him to say. (Laughter.) He was a commentary on the extraordinary amount of wisdom which governed human enterprise, that, in our old and famous country, we should, at the end of the 19th century, still be wrangling and jangling in Parliament as to the best mode of establishing a national system of education. (Laughter.) Assuming the world had been governed on wise principles, one would have thought education was a question that would have got itself settled years ago, in the dim days when we were settled trial by jury, no taxation without representation, and habeas corpus. Unfortunately, it was still a long way off, and he argued night after night by a number of persons who seemed eminently qualified for the task. (Laughter.) Not only education, but, unhappily, the religious question was still unsettled. At the end of the 19th century, assuming the world had not yet made up its mind what prayers might be said to the children, or what amount of infant piety might, with safety to the State, be enforced. (Laughter.) The anxiety they all displayed in the House of Commons for the education of the children was very touching, and sometimes, sitting on the benches, he was contemplating the current of talk on that question, the wild idea had struck him as to what would be the consequence if some of the members transferred to themselves a little of the anxiety that they felt about the religion of the children of the poor. (Laughter.) He sometimes wondered what would happen if the Minister for Foreign Affairs or for War, and the Secretary of State for the Colonies, became in sober truth and reality very earnest Christians, and began nothing else except the triumph of the Kingdom of God and His righteousness. Possibly the confusion in which public affairs now were would be nothing as compared with the confusion in which they then would be, so, perhaps, it was better as it was. (Laughter.) In that ancient school a little while ago, he insisted upon to much of that fine old Non-conformist spirit which introduced, in its criticism of national life and character, something that was lamentably wanting or unobtainable in the dominant tone and note of the present day. He commenced in his mind the careers of two distinguished men. Parents had been just the sort of man everybody would wish his boy to become. He controlled the market in gold, he controlled the market in diamonds, and because he controlled those markets he had been able to secure a huge fortune, which, to his credit be said, he did not spend in personal indulgence or in building a house in Park-lane, but in furthering his schemes of empire, in purchasing newspapers, and generally in doing with men. (Laughter.) Birrell sat at his board, wearing his liveries, doing him honor, and possibly sharing his bounty. (Laughter.) In contemplating his career one could not but be mindful of the career of a very different man—a man who never made a penny on the Stock Exchange, who never had a punitive expedition against a native tribe, but did something far higher. He stayed with the Bushmans for upwards of thirty years, living in their dirty huts and sharing in their savage existence for so long that he forgot the accounts of his native tongue. But he had lived with them, he had got to know them, and he had given to those people for the first time a language, a literature, and a law. He gave them the Gospel of Jesus Christ, which he enforced by his example during all those long years. He taught them to lead lives of purity, to build up the nation, and he had had a nation of men for the first time. If it were to go on the Kaifeng of the London Stock Exchange and mention the name of Robert Moffat, (cheers)—people would say, "What name is that?" Birrell then said that Moffat was known and Robinson, Barnato was known and Bick, but he had never heard of Moffat. (Laughter.) In talking about the education of the country he had to do in teaching the natives how to live, and it would be well to divert a little of their administrative men who made money on the Stock Exchange, and consider carefully and with the devotion that they would give to their own business, whether there was not a nobler and better water open to enlighten them than that which at the present time seemed to be the only one of all others.

WHAT BATES WANTED TO KNOW.

"I shall be obliged if you can answer me one question," said my friend Bates, as he lay on his back in his room, nursing his aching leg. "Why does rheumatism so often bring on an attack of rheumatism at one time, when a like exposure for a score of times leads to no such result?"

Before I got down in writing the answer I gave him I wish you would read the following letters, as no doubt the authors of them will be interested in the same point.

"In November, 1893," says the one, "I had an attack of rheumatism, and was confined to my bed for four weeks, during which time I suffered fearfully. I had awful pains all over me; my joints swelled up, and I was so helpless I could not raise my hand to my mouth. After the fever left me I was extremely weak, and as emaciated I was little more than skin and bone. A large lump, the size of an egg, formed on my elbow, and my fingers were almost drawn out of joint. I cannot describe the suffering I had to bear. The doctor ordered me various medicines, and cod liver oil, but they had no effect. In February, 1895, I read in a small book about the remarkable success which had followed the use of Mother Sigel's Syrup in cases of rheumatism, and got a bottle from Messrs. Lovett and Fry, High Street. After taking it two weeks my joints were better, and in about a month more all rheumatism had left me. I was strong and well as ever. You may publish what I have said. (Signed) John H. Kent, 9, Randolph Street, Chaldstone, Kent, January 30th, 1895."

"For many years," says the other, "I had been subject to liver complaint and indigestion. I was bilious, weak, and weary. My appetite was poor, and all food gave me pain, and flatulency at the chest and around the sides. I had so much pain and tightness of the chest that I could not endure the pressure of my clothing upon it. Although not laid up, I was seldom free from pain or a sense of discomfort. In the summer of 1893 I began to suffer with rheumatism, which affected my arms and shoulders until I had not the power to lift my arm to my head. I tried all sorts of treatments, embrocations, and rubbing oils, but got no benefit from any of them. In August, 1893, my friend, Mrs. Owen, told me how much good Mother Sigel's Syrup had done her for rheumatism, and I got a bottle from the Drug Store in St. Ann's Road. In a few days I was much better, and in less than a month afterwards all pain had left me; and I am happy to say I have never had any return of the rheumatism since, but have enjoyed the best of health in every respect. In common thankfulness for my speedy and wonderful deliverance, I willingly consent to the publication of this narrative should you wish to make that use of it. (Signed) Mrs. L. S. Cole, 6, Albert Road, South Tottenham, London, August 16th 1895."

Before answering the question of my friend Bates who was a chronic rheumatism sufferer, I asked him: "Why does a light match, dropped into the stove, die out harmlessly, but when dropped into a haystack, set up a conflagration?" "Any fool can answer that," he said. "Because in the one case there is nothing for the fire to catch hold of, while in the other there is."

"Exactly," I responded. "Now see, indigestion and liver complaint (the second case) are like the fire which is kindled to produce a violent poison in the blood called uric acid, which is insoluble in water. This acid, which is a poisonous substance, and sets going a hot inflammatory fire. That is rheumatism. It does what a silver would—only the acid is a poison itself."

"When the indigestion and the liver trouble are not very bad, and the kidneys and sweat glands of the skin are acting fairly well, this acid is carried out of the body as fast as it is formed. Exposure then brings on no rheumatism. But, per contra, when the stomach and liver are in bad condition, the acid forms faster than the kidneys and skin can carry it off. Then exposure yourself, get cold or wet, hamper the skin and kidneys still more, and the poison acid mingles through your muscles and joints like the fire in the dry hay. You understand? Very well, the longer the uric acid remains in the blood the longer it causes more frequent rheumatic attacks. That is why chronic dyspepsia is apt also to be chronic rheumatism. Read off dyspepsia, or cure it by the use of Mother Sigel's Syrup, and you and the rheumatism will have no dealings. Neglect it, and suffer every time you catch cold."

That was my answer to Bates, and he said there seemed to be sense in it.

"The Health and Vigor of an individual depend upon the quantity and quality of the Blood. When the blood is impure, the system is diseased, and the organs are affected, and if these are not eliminated but (through any cause) detained in the blood, they induce various diseases, and finally produce organic disease of the heart, lungs, liver, and kidneys. Scarcely a disease, such as Rheumatism, Gout, and all kinds of diseases, is not the result of impure blood. The effects of Claret Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Claret Blood Mixture is sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and substitutes."

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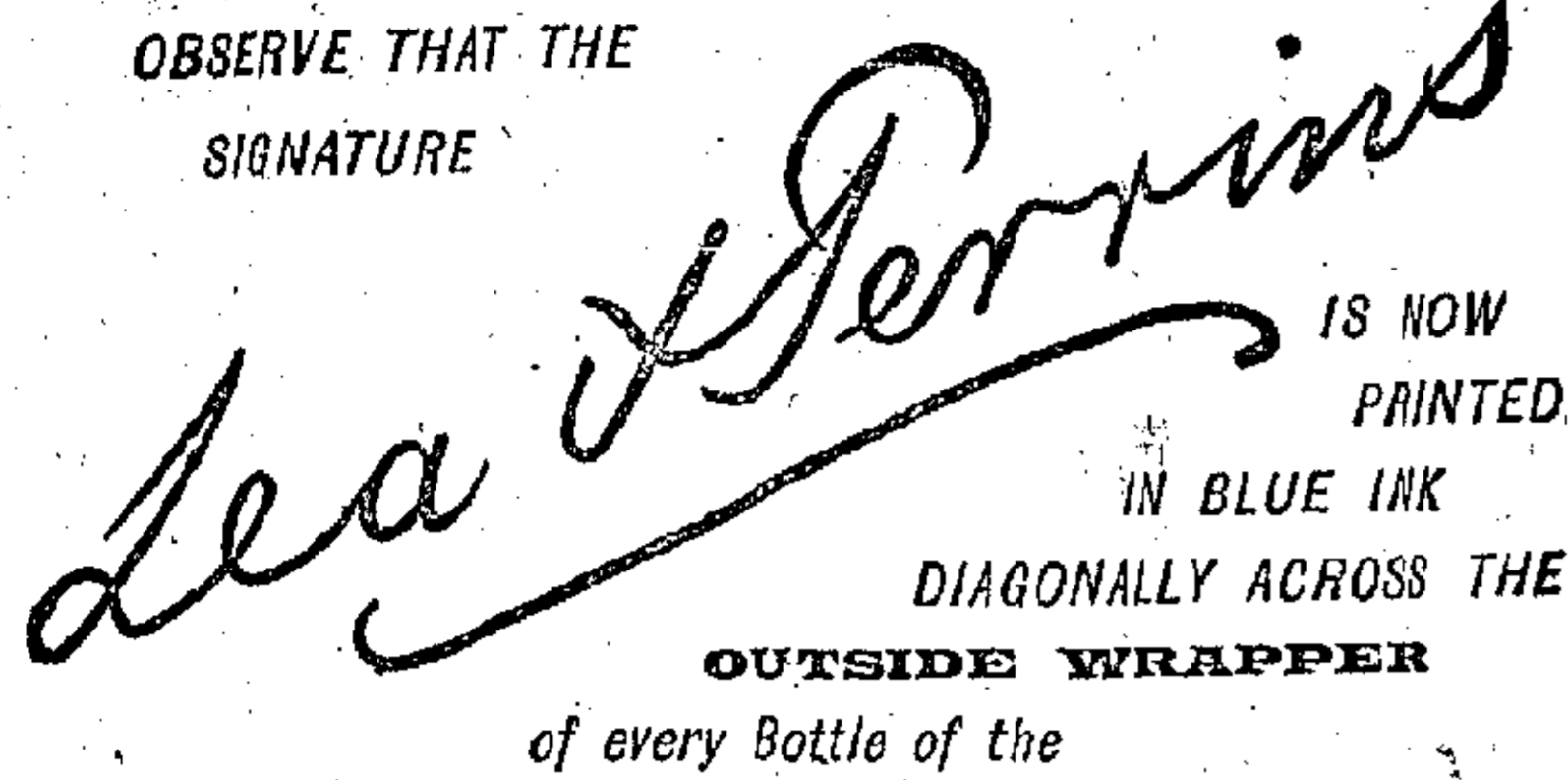
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JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

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Pickles, Sauces, Jams, Jellies,
Tart Fruits, Potted Meats,
Preserved Fish, Soups, Game,
Sausages, Hams, Bacon, and
Cheese

May be obtained of all Storekeepers throughout India.

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Brain Weakness, Paralysis, Stenosis,
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Complaints, Hereditary Debility, Premature
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Blood Disorders, and all Functional and
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The effect of this Standard Phosphoric
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the Milder Feelings and Distressing
Symptoms disappearing with a rapidity
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Directions for Self-Treatment of the above
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Asthmatic people who suffer from Op-
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Hoarseness, and Loss of Voice, Ner-
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Wheezing, Bronchitis, Insomnia,
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"BOS" is sold in square white bottles, labeled and sealed, the quality being verified by a small label on each bottle.

The proprietors are skilled blenders of Scotch Whiskies, but in all the experience of their firm, extending nearly over the present century, they have never been able to accomplish anything so fully complying with the most exacting tests as is now presented in these special blends of "BOS."

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COUGHS, COLDS, ASTHMA, BRONCHITIS.

IS THE GREAT SPECIFIC FOR DIARRHEA, DYSENTERY, CHOLERA.

GENERAL BOARD OF HEALTH, London, REPORT that it ACTS as a CHARM, and is also generally being sufficient.

Dr. GIBSON, Army Medical Staff, Calcutta, states: "Two doses completely cured me of DIARRHEA."

Dr. J. COLLIS BROWNE'S CHLORODYNE is liquid medicine which assuages PAIN of EVERY KIND, affords a calm, refreshing sleep, WITHOUT HEADACHE, and invigorates the nervous system when exhausted.

Dr. J. COLLIS BROWNE'S CHLORODYNE rapidly cuts short all attacks of EPILEPSY, SPASMS, COLIC, PALPITATION, Hysteria.

IMPORTANT CAUTION.—The IM-MENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS Imitations. Be careful to observe Trade Mark of all Chemists, J. J. & Co., 25, St. G. & Co., 6d. SOLE MANUFACTURER—

Dr. J. COLLIS BROWNE'S CHLORODYNE is the TRUE PALLIATIVE.

NEURALGIA, GOUT, CANCER, TOOTHACHE, RHEUMATISM.

J. T. Davenport, 33, Great Russell Street, London, W.C.

A Health-giving, Refreshing, Cooling, Sparkling, and Invigorating Summer Beverage, or for any Season, and a Gentle Laxative and Tonic in the various forms of Indigestion.

ENO'S "FRUIT SALT"

Invaluable to Residents in HOT COUNTRIES.

Is the best Preventive and Cure for Biliousness, Sick Headache, Mental Depression, Want of Appetite, Skin Eruptions, Pimples on the Face, Constipation, Vomiting, Giddiness, Fervidness, Unnatural Excitement, Thirst, &c. Errors in Diet, Impure Blood.

Instead of being laxative to the system, ENO'S "FRUIT SALT" is in the highest degree invigorating, and does not cause any of the hard and humid climates.

A SPARKLING AND REFRESHING DRAUGHT.—No with-stand the medicinal value of ENO'S "FRUIT SALT," it is a simple and safe beverage, pure, acid, crisp, and may be taken as a quaff, or as a refreshing draught in the same way as Lemonade, Soda Water, or other drinks. It is only in much cheaper and more palatable than any of these.

PRESERVING AND RESTORING HEALTH.—ENO'S "FRUIT SALT" acts as a stimulant, and on the actual system has a powerful effect in restoring health. It has a special action on the organs of digestion, absorption, assimilation, and excretion, and removes all impurities and toxins from the system, and restores the system to its normal state.

TO PARENTS.—This preparation is invaluable in the nursery as a gentle laxative, and is the best remedy for all the ailments of children, such as colic, indigestion, and constipation. It is only in much cheaper and more palatable than any of these.

HOT COUNTRIES.—ACIDITY OF THE STOMACH, &c.—It has been generally found that ENO'S "FRUIT SALT" is the best remedy for all the ailments of hot countries, such as acidity of the stomach, indigestion, and constipation. It is only in much cheaper and more palatable than any of these.

CAUTION.—Legal Rights are protected in every civilized country. Examining each bottle and see that the words "ENO'S 'FRUIT SALT'" are printed on the wrapper. If you have been deceived by a worthless imitation, sold by cheap vendors, be careful to buy only of ENO'S "FRUIT SALT" WORKS, Pottersville, London, E.C., by J. O. ENO'S PATENT.

HONGKONG MARKET PRICES.

Corrected to Saturday, July 25, 1896.

At 1020 Cash per Dollar Mexican.

Highest, Lowest, Cash, Cash.

Chinese Names.

Butcher Meat.

Beef, English, lb. —

" Am. Sugar cured, 340

" Corned, 120

" Japas, cured, 200

Beef mutton & prime cut, catty 140

" Corned, catty 140

" Roast, 140

" Soup, 100

" Steak, 140

Bullock's Brains, per set 60 80

" Tongue fresh, each 560

" " corned, 500

" Head, 350

" Heart, 150

" Hump, Salt, catty 140

" Feet, each 60 50

" Kidneys, 50

" Tail, 100

" Liver, catty 70

" Trip (undressed) catty 60 60

Calves Head and Feet, set 500

Hams, American, lb. 340

" Chinese, 220

" English, New, 430

" Japan cured, 260

" Shanghai, 260

Mutton Chop, 150

" Leg, 160

" Shoulder, 120

Pigs' Chittlings, catty 70 60

" Feet, 120

" Fry, 100

" Head, each 500 450

" Heart, 50 40

" Kidneys, pair 90

" Liver, lb. 100

Pork, Chop, catty 190

" Corned, 190

" Leg, 190

" Fat or Lard, 140

Sheep's Head and Feet, set 350

" Heart, each 50 40

" Kidneys, 70

" Liver, lb. 160 140

Sucking Pigs, each 1.75 1.25

" uet, Beef, lb. 110

" Mutton, 100

Veal, catty 130

Poultry.

Chicken, catty 240

" Capons, 280

" Ducks, 170

" Doves, each 150

" Eggs, Hen, doz. 110

" " Duck, 110

" Mowls, catty 170

" Geese, 180

" Hares, each —

" Mark Deer, —

" Partridges, —

" Pigeons, 180

" Pheasants, brace —

" Rice Birds, doz. —

" Quail, each —

" Snipe, —

" Turkeys, Cook, catty 1.00

" " Hen, 600

" Teal, each —

" Wild Ducks, pair —

Fish.

Barbel, catty 180

" Bream, 100 pieces 110

" Olan Fresh Water Fish, catty —

" Carp, 110

" Catfish, —

" Codfish, Salt, —

" Orabi, 100

" Oatle Fish, 100

" Dab, 180

" Dace, 90

" Dog Fish, —

" Eels, Conger, —

" " Fresh water, 220

" Eels, Yellow, 160

" File Fish, —

" Frogs, 200

" Fresh Fish, 110

" Garoupa, 250

" Gudgeon, 90

" Gurnard, 110

" Herring, 180

" " smoked, bee

" Halibut, catty 120

" Labrus, 110

" Loach, 160

" Lobster, 200

" Mackarel, —

" Monk Fish, —

" Mullet, 150

" Oysters, 300

" Parrotfish, 180

" Rascals, 110

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Pork, Chop, catty 190</